

Configuration 1

The Project includes the development of Configuration 1 for DFW Connector, as well as certain design and right of way acquisition services for the Configuration 3 to be constructed in the future.

TxDOT Preliminary Plan Package

Configuration 3 and the Configuration 1 (Attachment 1-4) have been developed to a limited level and are generally conceptual in nature. Regardless of whether an entirely new plan, or an adaptation of the above referenced preliminary design information, is proposed, Developer is responsible for ensuring that the Configuration 1 and Configuration 3 satisfies the requirements of the CDA Documents. If the above referenced preliminary design information is utilized, Developer shall diligently review, and verify the accuracy and applicability of, the information prior to use. Deviations from, and/or changes to, the preliminary design information that are necessary in order to satisfy the requirements of the CDA Documents are the responsibility of Developer and any related costs shall be included in the Development Price.

Accommodation of Configuration 3 for Configuration 1

Developer shall provide for a smooth transition from Configuration 1 to Configuration 3. Developer shall endeavor to minimize "throw-away" costs to TxDOT associated with improving Configuration 1 to meet the requirements of the future Configuration 3 Design. The Development Work shall provide for minimal disruption to traffic during the construction phase. Additionally, Developer shall minimize the cost associated with the future Configuration 3 construction to the extent that Developer cost to construct the Configuration 1 is not unreasonably increased as described below.

Elements of the future build-out of Configuration 3 that require the removal of installed permanent pavement or structure shall be built as part of Configuration 1. Elements of future construction that require removal of installed transition pavement or structure will not have to be part of Configuration 1.

The Development Work, as a minimum, shall accommodate the Configuration 3 configuration as described below:

Roadway

Configuration 1 shall be designed and constructed coincident with the Configuration 3 horizontal and vertical alignments with the exceptions of the transition roadways leading to/from existing pavements as shown in Attachment 1-4. Developer shall provide for a smooth transition from Configuration 1 to Configuration 3.

Developer shall also have the flexibility to propose revisions to the horizontal alignment and vertical profile of Configuration 1 and/or Configuration 3 Design that do not modify the design criteria contained herein; however, any horizontal or vertical modifications that cause a change in the Schematic ROW will require prior consent from TxDOT. Developer shall revise Configuration 3 as necessary to reflect any changes to horizontal and vertical alignments. Furthermore, any changes to the Schematic ROW, due to horizontal and/or vertical modifications of the alignment, may affect environmental approval, permitting or right of way parcels maps.

Deviations from these criteria may require revisions to, or re-issuance of, the Environmental Approvals and/or Governmental Approvals, which shall be performed solely at the responsibility and cost of Developer. Developer shall not be entitled to any time extension or additional compensation in connection with such revisions or re-issuances.

Drainage

The drainage systems shall be designed and constructed to accommodate Configuration 3 with minimal throwaway work where Configuration 1 is coincident with Configuration 3 as shown below. Where Configuration 1 is not coincident with Configuration 3, drainage systems shall only be required to meet Configuration 1 requirements.

Geometry, ditch sections and closed drainage systems (i.e. pipes and inlets) shall be designed and constructed to accommodate Configuration 1 or Configuration 3, whichever controls. The physical location of inlet structures shall accommodate Configuration 3. Cross drainage structures (i.e. culverts) shall be designed, sized and constructed to satisfy Configuration 3 requirements. Developer shall construct culverts to the length required to accommodate the Configuration 3

At a minimum, the drainage system must meet the following requirements:

- A) The analysis, design and construction of all drainage structures and appurtenances shall address Configuration 1 and Configuration 3 improvements.
- B) Provide drainage for Configuration 1 and Configuration 3 to protect the roadway, subsurface and highway structures from water damage.
- C) Design and construction of drainage system shall accommodate Configuration 1 and Configuration 3. Consideration shall be given to, but not limited to, pipe, inlet locations, capacity, culvert inlet and outlet structures locations, and junction/manhole structure locations.
- D) Only bridges and bridge-class culverts are shown on Configuration 3. It is Developer's responsibility to determine the location and appropriate size for all other culverts needed to address the Configuration 3.
- E) The water quality measures shall be designed for Configuration 1 and Configuration 3 conditions.
- F) Developer shall perform hydrologic analyses for the design of drainage features for Configuration 1 and Configuration 3.

Paving

All pavements constructed as part of Configuration 1 shall be designed and constructed to meet all the Technical Provisions. Paving limits shall satisfy the requirements of the Configuration 1.

Bridges & Walls

Developer shall design and construct bridge structures required for Configuration 1, with the exceptions of structures required solely for transition roadways leading to/from existing pavements as shown in Attachment 1-4, to the total length, width, and span arrangement required for Configuration 3, including spanning future lanes that will be constructed below the structure as a part of the Configuration 3. In locations where the Configuration 1 does not call for the construction of direct-connect structures required for Configuration 3, Developer shall make provisions for future construction without allowance for removal of permanent pavement or structures. Removal of transition pavement or structures during future Configuration 3 construction is permitted. Developer shall, if necessary, construct portions of the Configuration 3 (e.g., footings, ducts, bents, etc.) to ensure future impacts are minimized. At bridges with wrap-around MSE wall supported abutments, the MSE wall shall be designed and constructed to the length required to satisfy Configuration 1 or Configuration 3,

whichever governs. The Developer shall design and construct abutments behind MSE walls to Configuration 3 width, or provide specific accommodations for future widening. For all retaining walls required for construction of roadways within the limits of Configuration 1, with the exceptions of retaining walls required solely for the transition roadways leading to/from existing pavements as shown in Attachment 1-4, construction shall be designed and constructed to meet the requirements of the Configuration 3.

Bridges carrying local roads over Configuration 3 shall, at a minimum, be of a type of construction to accommodate Configuration 3. Each submittal shall also include horizontal and vertical clearance provisions for the Configuration 1 and Configuration 3 build-out improvements. Fencing shall be required along some bridges, pedestrian overpasses and Schematic ROW of Configuration 3.

Sign Structures

Where feasible, sign structures shall be located to accommodate the Configuration 3. Sign bridges located within Configuration 1 construction limits, with the exceptions of sign bridges required solely along transition roadways leading to/from existing pavements as shown in Attachment 1-4, shall span the greater of the Configuration 3 or Configuration 1.

Developer shall take into account the Configuration 3 in its design of overhead and cantilever sign supports.

Lighting

Lighting shall be designed and constructed to accommodate the Configuration 3 or the Configuration 1, whichever governs. The location of high-mast lighting within Configuration 1 construction limits shall satisfy Configuration 3.

Landscaping

Where the Configuration 1 is coincident with the Configuration 3, landscaping shall be designed and constructed to meet Configuration 3 requirements. In locations where Configuration 1 is not coincident with the Configuration 3, Developer shall provide additional landscaping to achieve the desired aesthetic affect.

Utilities

Developer shall ensure that the design and construction of all Utility Adjustments are compatible with Configuration 1 and that all such Utilities are compatible with and interface properly with the Project. Developer shall be responsible for verifying that all design plans for Utility Adjustment Work, whether furnished by Developer or by the Utility Owner, are consistent and compatible with Configuration 1.

With written approval by TxDOT, Utilities may remain in their existing location within the Configuration 1 limits if (a) the requirements of the UAP are met, (b) Configuration 1 can be constructed with the utility in its existing location and will not adversely affect the Development Work, and (c) the Utility Owner's standards of practice are met.

Continuous steel casings shall be provided for all water and pressurized sanitary sewer line crossings under center medians and from center of ditch to center of ditch for cut sections, five (5) feet beyond the toe of slope for fill sections, or five (5) feet beyond the face of curb, based on the Configuration 1.

Developer shall be responsible for Protecting in Place (or causing to be Protected in Place by the Utility Owner at Developer's expense) all Utilities impacted by Configuration 1 (including any Utilities remaining in place and any Utilities newly reinstalled as part of the Utility Adjustment Work or the Early Adjustment Work), as necessary to ensure their continued safe operation and structural integrity and in accordance with the requirements described in the Technical Provisions.

Developer is fully responsible for coordinating its efforts with Utility Owners and for addressing requests by Utility Owners that Developer design and/or construct Utility Enhancements. Under no circumstances shall Developer proceed with any Utility Enhancement which is incompatible with Configuration 1 or which cannot be performed within the other constraints of applicable Law, the Governmental Approvals and the CDA Documents, including the Completion Deadlines.

Developer shall be required to provide supporting design information and cost information, satisfactory to TxDOT, to ensure that the above requirements have been met. Developer, to the satisfaction of TxDOT, shall provide documentation supporting the feasibility of Configuration 1. TxDOT shall have no obligation to accept the Configuration 1 for any element of the Development Work until TxDOT has determined that Developer has achieved the above requirements.